



Resolution #HSRA 16-06

Direct Staff to Negotiate and Execute an Agreement with the California Department of Forestry and Fire Protection for Urban Forestry Services

Whereas, the California High-Speed Rail Authority (Authority) is responsible for the development and implementation of intercity high-speed rail service pursuant the Public Utilities Code §185030, *et seq.*;

Whereas, the Authority may enter into contracts with private and public entities for the design, construction and operation of high-speed rail trains including all tasks and segments thereof pursuant to California Public Utilities Code section 185036;

Whereas, the state of California has demonstrated global leadership on climate change and renewable energy with the passage of AB 32 (Chapter 488, Statutes of 2006) and SB 350 (Chapter 547, Statutes of 2015);

Whereas, the Authority is committed to supporting the States goal of reducing Green House Gas (GHG) emissions to 1990 levels by 2020;

Whereas, the California High-Speed Rail system is identified as a greenhouse gas reduction measure in the California Air Resources Board (ARB) 2008 AB 32 Scoping Plan and subsequent updates;

Whereas, the ARB Cap-and-Trade Auction Proceeds Investment Plans recommend investments in high-speed rail to help achieve state GHG emission reduction goals;

Whereas, the FY 2014-15 Budget appropriated \$250 million in Greenhouse Gas Reduction Fund (GGRF) monies for high-speed rail and Senate Bill (SB) 862 appropriated, beginning in FY 2015-16, a one-time repayment of \$400 million General Fund loan plus a continuous 25% of annual auction proceeds;

Whereas, the Authority has committed to constructing the nation's first high-speed rail system in an environmentally sustainable manner;

Whereas, on- and off-road construction equipment combust fossil fuels that produce greenhouse gas emissions in the process of building the high-speed rail system;

Whereas, trees reduce atmospheric greenhouse gas levels both directly and indirectly;

Whereas, in order address the early impacts of construction, the agency proposes to develop a carbon sequestration program to offset direct construction emissions by funding existing California Department of Forestry and Fire Protection (CAL FIRE) programs through an interagency agreement; and,

Whereas, CAL FIRE is a state agency that administers grant programs for forest management and tree planting.

Therefore, it is resolved:

That Authority staff is directed to negotiate and enter into an agreement with CAL FIRE to fund tree planting programs that sequester or reduce sufficient GHG emissions to offset the direct GHG emissions from the construction of the high-speed rail system. This agreement is not to exceed \$6 million over five years.

Vote: 6 – 0

Yes: Correa; Curtin; Lowenthal; Richard; Rossi; Schenk

No: N/A

Absent: Paskett

Abstain: Richards

Date: 3/8/16

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